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SECRETARY OF THE AIR FORCE**

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MQ-1-- CREW EVALUATION CRITERIA

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This volume implements AFPD 11-2, *Aircraft Rules and Procedures*; and AFPD 11-4, *Aviation Service*. This volume contains procedures and criteria for evaluating crew members flying United States Air Force (USAF) MQ-1 aircraft and applies to all MQ-1 units to include Air Force Reserve Command (AFRC) and Air National Guard (ANG). Major commands (MAJCOMs), Direct Reporting Units (DRUs), and Field Operating Agencies (FOAs) will forward proposed supplements to this volume to Headquarters (HQ) USAF/A3O-AT through HQ Air Combat Command (ACC)/A3YU for approval prior to publication in accordance with (IAW) AFPD 11-2. Copies of MAJCOM, DRU, and FOA-level supplements, after approved and published, will be provided by the issuing activity to HQ USAF/A3O-AT, HQ ACC/A3YU, and the user MAJCOM, DRU, or FOA and National Guard Bureau (NGB) offices of primary responsibility (OPR). Field units below MAJCOM, DRU, and FOA-level will forward copies of their supplements to this volume to their parent organization OPR for post-publication review. NOTE: The terms DRU and FOA used in this paragraph refer only to those DRUs and FOAs that report directly to HQ USAF. Maintain supplement currency by complying with AFI 33-360, Publications and Forms Management. See paragraph 1.4 of this volume for guidance on submitting comments and suggesting improvements to this publication. Headquarters (HQ) Air Combat Command (ACC) will forward proposed major command (MAJCOM) supplements to this volume to HQ Air Force Flight Standards Agency (HQ AFFSA/A3O (AJW31AF) Bldg 4, Room 107, 6500 South MacArthur Blvd, Oklahoma City, OK 73169 DSN 339-9000) for approval prior to publication in accordance with (IAW) AFPD 11-2, paragraph 4.2. HQ ACC will provide a copy of approved and published MAJCOM-level supplements to HQ AFFSA/A3O. Submit suggested improvements to this publication on AF Form 847, *Recommendation for Change of Publication*, through channels to HQ ACC/A3TV, 205 Dodd Blvd, Ste 101, Langley AFB, VA 23665-2789. ACC/A3TV will staff/consolidate recommended

changes and forward proposed interim changes to HQ AFFSA/A3O. HQ USAF/A3/A5 is the approval authority for changes to this publication. The reporting requirements in paragraphs 1.2.3.1, 1.2.7, 1.8, 1.9, 1.9.1, 1.9.2, 1.9.3, 2.1, 2.11, 2.7.1, 2.7.4, 4.1.2, 5.1.2, 5.2.3.2, 5.2.3.3, and 5.4 are exempt from licensing IAW paragraph 2.11.10 of AFI 33-324, *The Information Collections Reports Management Program; Controlling Internal, Public, and Interagency Air Force Information Collections*. The Paperwork Reduction Act of 1974 as amended in 1996 and the Air Force Forms Management Program IAW AFI 33-360 affect this volume.

Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Information Management System (AFRIMS) Records Disposition System (RDS) located at <https://www.my.af.mi/gcss-af61a/afirms/afirms/>." Additionally, if the publication generates a report(s), alert readers in a statement and cite all applicable Reports Control Numbers (RCN) in accordance with AFI 33-324.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Major changes include: Made publication applicable to ANG and Reserve units (intro). **1.2.6.** Clarified the scope of EPEs so that crews are not evaluated in emergency procedures or CAPs that are not applicable to their qualifications (i.e. Launch and Recovery EPs and CAPs will not be evaluated unless crew is trained/qualified) and removed caveat restricting two consecutive evaluations with alternate evaluation methods. **1.4.1.** Reorganized and redefined mission evaluation profiles into two main categories: ISR and Air-to-Surface **2.4.** Changed pilot evaluation criteria table to combine INSTM/QUAL items, Expanded upon flight publication requirements **2.5.** Created special qualification of Launch and Recovery (LR). Removed LR events from INSTM/QUAL (pilots) and QUAL (sensors) requirements. **3.4.5,** renumbered **Table 4.1.** Redefined Timing **4.4.1.7.** Redefined Aircraft Positioning **4.4.1.9.** Renumbered and reorganized Weapons Employment **4.4.2.** Reorganized and renumbered items in Sensor Operator Evaluation Criteria, added MAC items **Table 5.1.** Reworded Ku-Band Operation **5.3.1.** Reworded Imagery Quality **5.3.1.2.** Reworded Sensor System Utilization. **5.3.2.2.** Removed Target Assessment as an event for Sensor Operators. **5.3.2.3.** Renumbered and reorganized Weapons Employment **5.3.2.6.** Added Area 126 and defined grading criteria for target Acquisition. **5.3.2.** Added definition of Aircrew Training Device (Glossary), Added definition of MAC.

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Chapter 1

GENERAL INFORMATION

1.1. References, Abbreviations, Acronyms, and Terms. See [Attachment 1](#).

1.2. Procedures:

1.2.1. Flight Examiners (FE) will use the evaluation criteria in this instruction for conducting all flight and emergency procedure evaluations. To ensure standard and objective evaluations, flight examiners will be thoroughly familiar with the prescribed evaluation criteria.

1.2.2. All evaluations fall under the Instrument (INSTM), Qualification (QUAL), Mission (MSN), Instructor (INSTR), or SPOT criteria in AFI 11-202V2. INSTM applies to pilots only. Schedule all evaluation activity to occur on one sortie to the greatest extent possible.

1.2.3. **Special Qualification.** Special qualification evaluations are administered for events that are not universal to all members in that crew position. Special qualification evaluations may be conducted separately or in conjunction with the qualification/mission evaluations. Requisites for special qualification evaluations will be specified in Chapter 2, Evaluation Requirements.

1.2.3.1. Special qualifications result in an AF Form 8. Document special qualifications as a separate entry SPOT evaluation IAW AFI 11-202V2. Further description of the specific events evaluated will be included in the mission description section of the comments block of the AF Form 8.

1.2.3.2. Although a unit may maintain 100 percent of its crewmembers qualified, this documentation is still required due to unit interfly and permanent change of station issues.

1.2.4. FEs may use video recording (VR) devices to reconstruct/evaluate the mission.

1.2.5. FEs will brief examinees on the evaluation purpose and conduct and the evaluation areas prior to flight. Examinees will accomplish required flight planning for the evaluation IAW requirements for their crew position. Examinees will furnish FEs a copy of necessary flight logs, target folders, and other required mission materials.

1.2.6. FEs should not occupy a primary crew position during evaluations except when it would afford the best opportunity to conduct INSTR evaluations.

1.2.7. Areas required to complete an evaluation are indicated with an "R" on applicable evaluation criteria tables. When an area cannot be evaluated in flight and is required to complete the check, it will be evaluated by an alternate method; such as an Aircrew Training Device (ATD) or oral examination. Document the use of alternate evaluation methods in the AF Form 8 comments section. Individuals with an expired or non-current evaluation require supervision to perform flight activities.

1.2.8. FEs will thoroughly debrief all aspects of the flight. The debrief will include the examinee's overall rating, specific deviations, area grades assigned (if other than qualified) and any recommended additional training.

1.3. Grading Instructions. Performance standards are in AFI 11-202V2, and this instruction.

1.3.1. FEs will compare examinee performance for each area accomplished during the evaluation with the standards provided in this volume and assign an appropriate grade for the area. FEs will derive the overall flight evaluation grade from the area grades based on a composite for the observed events and tasks IAW this volume.

1.3.2. FEs will base tolerances for in-flight parameters on conditions of smooth air and a stable aircraft. Do not consider momentary deviations from tolerances provided the examinee applies prompt corrective action and such deviations do not jeopardize flying safety. FEs will consider cumulative deviations when determining an overall grade.

1.3.3. When grading criteria specify evaluation of airspeed and the flight manual lists only a minimum/ maximum airspeed for that area, the examinee will brief the desired airspeed.

1.3.4. FEs must exercise judgment when the wording of areas is subjective and when specific situations are not covered.

1.3.5. An unqualified grade in any of the critical areas identified by this instruction requires an overall unqualified grade.

1.3.6. FE judgment will be the determining factor in arriving at the overall grade.

1.3.7. The following general criteria apply during all phases of flight except as noted for specific events and instrument final approaches:

1.3.7.1. Q:

1.3.7.1.1. Altitude: +/-150 feet.

1.3.7.1.2. Airspeed: +10/-5 knots indicated airspeed (KIAS).

1.3.7.1.3. Course: +/-20 degrees/1.5 nautical miles (NM) (whichever is greater).

1.3.7.2. Q-:

1.3.7.2.1. Altitude: +/- 200 feet.

1.3.7.2.2. Airspeed: +15/-7 KIAS.

1.3.7.2.3. Course: +/-30 degrees/3 NM (whichever is greater).

1.3.7.3. U: Exceeded Q- limits.

1.4. Emergency Procedures Evaluation (EPE). FEs will use an ATD to conduct EPEs, if available and EPE capable. If not using an ATD, administer the EPE orally. This evaluation will include areas commensurate with examinee's qualifications.

1.4.1. Include the following items on all EPEs:

1.4.1.1. Evaluate Pilots and Sensor Operators (SO) on general aircraft and mission systems knowledge as required by their crew position.

1.4.1.2. Evaluate at least two emergency procedures and all CAPs per applicable phase of flight. Crewmembers will not be evaluated on events in which they are not specifically trained (e.g. takeoff and landing emergency procedures and associated CAPS will not be evaluated unless conducting a SPOT for Launch and Recovery (LR) Special Qualification.).

1.4.1.3. Evaluate crew coordination where applicable.

1.4.1.4. Evaluate unusual attitude recoveries on all pilot EPEs.

1.4.2. Tailor MSN evaluation scenarios to situations that could be encountered by the examinee while fulfilling his/her unit's mission tasking. Consider including situations that are infrequent or are difficult to replicate when flying the actual aircraft but still fit within the examinee's unit tasking. FEs should include the following additional items on the EPE given as a requisite to the mission evaluation.

1.4.2.1. Basic sensor systems operation.

1.4.2.2. Safe passage procedures/threat avoidance.

1.4.3. Unqualified EPE

1.4.3.1. Place examinees receiving an overall unqualified grade in supervised status until completing recommended additional training and/or successfully accomplishing a reevaluation.

1.4.3.2. Examinees receiving an overall unqualified grade because of unsatisfactory CAP accomplishment will not be permitted to fly in their aircrew position until a successful reevaluation is accomplished.

1.4.4. Use the following grading criteria to grade individual items on EPEs:

1.4.4.1. Q. Correct performance. Recognizes and corrects errors.

1.4.4.2. Q-. Safe Performance, but limited in proficiency with errors of omission or commission.

1.4.4.3. U. Performance is unsafe or indicates lack of knowledge or ability.

1.5. Crew Resource Management (CRM). IAW AFI 11-202V2, CRM skills will be evaluated for all crewmembers during all evaluations in the following areas. (AFI 11-290, *Cockpit/Crew Resource Management Training Program*, may be used as a reference)

1.5.1. Mission planning/briefing,

1.5.2. Crew coordination

1.5.3. Situational awareness/task management.

1.5.4. Risk management/decision making.

1.5.5. Communication.

1.5.6. Mission debriefing

1.6. Examinations.

1.6.1. Closed book. All closed book questions will come from the MQ-1B Master Question File (MQF) or local/theater procedures. At least ten percent of the questions will be from local area procedures (local area MQF is optional).

1.6.2. Critical Action Procedures. This exam will be written from memory. Responses must contain all critical action items in proper sequence for all CAPs the crewmember is qualified in.

1.6.3. Open book. Questions are derived from flight manuals and governing command directives.

1.7. Flight Publications. Satisfactory performance requires flight publications be current and properly posted. Evaluate all issued checklists for currency and accuracy on all flight evaluations. In units that do not issue individual aircrew publications, aircrew members are still responsible for the accuracy and currency of all publications required for the mission. Units may specify publications to be evaluated in the unit supplement to AFI 11-202V2.

1.8. Documentation of Intelligence, Surveillance, and Reconnaissance (ISR) Results. Document ISR results in the Mission Description Section of the AF Form 8. Reasons for unsuccessful attempts must be documented on the AF Form 8.

Table 1.1. Documenting ISR Results (Example).

Target Acquisition scores were:		
	ATTEMPTED	SATISFIED
Planned	1	1
Ad Hoc	1	0

1.9. Documentation of Weapons Employment Results. Document weapons employment results in the Mission Description Section of the AF Form 8 for mission evaluations. Include entries for each type of actual and simulated ordnance that was employed.

1.9.1. Air-to-Surface (A-S). Valid or invalid will be assessed IAW MQ-1B shot/kill criteria as published in AFTTP 3-1.1. Results will be entered for each air-to-surface record delivery. FEs will determine weapons employment results for VR assessed deliveries and they will be annotated with an asterisk. Reasons for unsuccessful deliveries must be annotated on the AF Form 8.

Table 1.2. Documenting A-S Weapons Employment Results (Example).

Simulated Air-to-Surface weapons scores were:		
	ATTEMPTED	VALID
AGM-114(P)	2	2

1.9.2. Laser Designator Target Marks. Marks (including buddy lase) will be scored as a "Hit" if they are assessed as usable for marking the designated target, delivered in a timely manner and delivery used is tactically sound. They will be scored as a "Miss" if they are unusable for target marking, untimely or the deliveries are tactically unsound. Reasons for misses must be annotated on the AF Form 8.

Table 1.3. Documenting Laser Designator Target Marking (Example).

Laser Designator Target Marking scores were:		
	HIT	MISS
	1	0

1.9.3. FE Judgment. FE judgment will be the determining factor in deciding the weapons employment grade. If the examinee fails to qualify in any event(s), the FE may elect to award

a higher area grade than warranted by the score(s). The FE will include justification for such an award in the Comments Section of the AF Form 8.

1.10. Records Disposition. Units will dispose of records IAW Air Force Records Disposition Schedule located at <https://webrims.amc.af.mil>.

Chapter 2

EVALUATION REQUIREMENTS

2.1. General.

2.1.1. Evaluation Procedures. All evaluations will follow the guidelines set in AFI 11-202V2, and this volume. Before the mission briefing, the flight examiner will brief the examinee on specific evaluation areas and, if applicable, will inform the pilot in command of any special requirements. Use criteria in the chapter for the appropriate crew position for evaluations. Units may modify evaluation profiles based on local operating considerations or FE judgment to complete the evaluation.

2.1.2. Evaluation Requirements.

2.1.2.1. FEs must evaluate all required areas in order to complete the evaluation.

2.1.2.1.1. Document use of alternate evaluation methods in the AF Form 8, Comments section.

2.1.2.1.2. If the FE determines the required item cannot be adequately evaluated by an alternate method, the examinee will require an additional flight to complete the evaluation.

2.1.2.2. An asterisk (*) indicates critical areas (1, 2, 3, 4). A grade of U awarded in any critical area requires an overall Q-3 for the evaluation.

2.1.2.3. Grade all observed areas.

2.2. Pilot Instrument Evaluation. A mission flown according to instrument flight rules (IFR) (to the extent practical) best fulfills the objective of the INSTM evaluation. The instrument flight phase will normally be combined with the qualification flight phase. Units may elect to administer this evaluation on any compatible training mission or combined with the mission evaluation. Minimum ground phase requisites are:

2.2.1. Instrument examination.

2.2.2. CAP examination.

2.3. Qualification Evaluation. A mission evaluating the examinee's ability to safely and effectively operate the aircraft and associated subsystems. This evaluation encompasses basic aircraft handling and basic operation of the sensors. Minimum ground phase requirements are:

2.3.1. Closed-book examination.

2.3.2. Open-book examination.

2.3.3. EPE.

2.3.4. CAP examination.

2.4. Mission Evaluation. Mission profiles that represent unit Designed Operational Capability (DOC) tasking satisfy the requirements of this evaluation. Design the profiles to evaluate the mission qualifications as well as basic airmanship of Basic Mission Capable (BMC) and Combat Mission Ready (CMR) examinees. Design profiles using current tactics, unit DOC tasking, and

Area of Responsibility commitments. Profiles will incorporate all appropriate evaluation requirements in Table 3.1., and will always include weapons employment. Give initial MSN evaluations in the primary DOC of the unit. Evaluations during exercises or deployments are encouraged.

2.4.1. Minimum ground phase requisites are:

2.4.1.1. EPE. (Mission scenarios)

2.4.1.2. CAP examination.

2.4.2. Evaluation Profiles. FE judgment may be used to modify evaluation profiles based on local/theater operating considerations.

2.4.2.1. ISR. Units should primarily fly ISR evaluations during daytime to allow tasking all sensor systems; however, units may fly night evaluations. Acquire pre-planned or ad-hoc targets and satisfy applicable essential elements of information (EEI) as assigned by real-world taskings or FE-directed scenario. FEs may assign targets in-flight. The pilot is responsible for positioning the aircraft to allow EEI satisfaction. Targets not acquired due to adverse weather, verified sensor malfunction, or threat reaction will not be graded as misses.

2.4.2.2. A-S. Crews will comply with appropriate provisions of AFI 11-214, *Air Operations Rules and Procedures*, and MAJCOM supplements. Acceptable missions and their requirements to fulfill the A-S requirement include:

2.4.2.2.1. Close Air Support (CAS) – Mission sortie flown in support of ground forces (actual or simulated) under the control of a Joint Terminal Attack Controller (JTAC) / Forward Air Controller-Airborne (FAC-A), either air or ground, providing air strike control for the attacks. Mission elements include: Intel scenario and tactical mission planning, execution against actual or simulated threats, simulated or actual weapons employment against designated targets while under positive control of an FAC-A or JTAC interfacing (actual or simulated) with the TACS/AAGS C2 network, and in-flight report (INFLTREP).

2.4.2.2.2. Strike Coordination and Reconnaissance (SCAR) – Coordinate one or more independent attacks by real or simulated strike aircraft, on or off range, with actual or simulated ordnance against lucrative targets identified and validated in specified geographic locations. Mission elements include: Target area reconnaissance and target identification, C3I network interface, RPA-to-striker brief, target marking and striker hand-off, battle damage assessment (BDA) and INFLTREP, as required.

2.4.2.2.3. Surface Attack Tactics (SAT) – Surface Attack Tactics (SAT) – Mission sortie designed to develop proficiency in SAT. Mission types include Strategic Attack (SA), Air Interdiction (AI), Strike Coordination and Reconnaissance (SCAR), Close Air Support (CAS), Offensive Counter-Air-Surface Attack (OCA-SA), and Offensive Counterair - Suppression of Enemy Air Defenses (OCA-SEAD)(Disruptive or Destructive). Mission elements include: Intel scenario and tactical mission planning, execution against actual or simulated threats, simulated or actual weapons delivery against a tactical target, and INFLTREP. Simulated attacks may be conducted against realistic targets IAW local restrictions. **NOTE:** Basic Mission

Capable (BMC) crewmembers will only be evaluated on those missions routinely performed by the examinee. Evaluate only those areas in which they are qualified.

2.5. Launch and Recovery (LR) Special Qualification.

2.5.1. This SPOT evaluation is required for pilots and sensors qualifying in launch and recovery operations. Profiles will incorporate all appropriate evaluation requirements in Tables 3.1, 4.1, and 5.1.

2.5.2. LR qualification evaluations may be conducted separately or in conjunction with the INSTM/QUAL/MSN evaluations.

2.5.3. Document LR qualification as a SPOT evaluation IAW AFI 11-202 V2. Mission description will include specific LR events evaluated.

2.5.4. Requisites for LR Special Qualification are closed book, EPE, and CAPS exam. Closed book examination will be based solely on LR MQF.

2.5.5. Instructors of LR events will be designated on the unit Letter of Xs.

2.6. Formal Course Evaluation. Fly evaluations IAW syllabus mission profile guidelines or on a mission profile developed from syllabus training objectives. Units may modify formal course guidelines based on local operating considerations or FE judgment, to complete the evaluation. Grade training objectives and related areas using appropriate performance criteria.

2.7. Instructor Evaluations.

2.7.1. INSTR flight evaluations will include a thorough evaluation of knowledge, judgment, instructor ability (including error analysis of student activity), and use of grading documents as well as proficiency in their aircrew specialty. During the initial INSTR evaluation the examinee must demonstrate the ability to instruct in some phase of the unit's mission. The instructional topic/area will be annotated in the comments sections of the AF Form 8. Except for requirements delineated in Table 3.2., the flight examiner will determine specific profiles and/or events. Subsequent periodic evaluations (for example, INSTM/QUAL, QUAL, or MSN) will include instructor portions during the evaluations.

2.7.1.1. Instructors must demonstrate proficiency by instructing a student (or qualified individual acting as a student). The evaluator may require the examinee to present verbal explanations of equipment operations, procedures, and techniques pertinent to crew duties and responsibilities.

2.7.1.2. During any phase of the flight portion of the evaluation, the evaluator may require the examinee to demonstrate (not instruct) and/or present verbal explanations of system operations and/or procedures. Evaluators must ensure oral questions/instructions are clear, concise, pertinent to the individual's crew duties, and do not interfere with normal mission accomplishment.

2.7.2. FEs may administer a periodic INSTR/MSN check on a Formal Training Unit (FTU) instructor during an FTU training sortie.

2.7.3. Periodic FTU INSTR checks conducted with an FTU student will comply with the student FTU evaluation requirements.

2.7.4. An instructor receiving an area grade of U or Q- with additional training in any graded area will not perform instructor duties until the required additional training is complete. This restriction will be written into the comments section and the restrictions block will be marked on the AF Form 8. Table 3.2. and Chapter 3 contain specific INSTR evaluation requirements.

Chapter 3

ALL EVALUATIONS

3.1. General. The criteria in this chapter apply to all crew positions and all evaluations.

3.2. Objective. The examinee must satisfactorily demonstrate the ability to perform required duties safely and effectively, including the operation of appropriate aircraft systems, IAW applicable technical orders, instructions, and directives.

3.3. Requirements.

3.3.1. All crewmembers. Evaluate areas listed in Table 3.1 on all evaluations.

Table 3.1. Evaluation Criteria (All).

AREA	NOTES	TITLE	
1	*	SAFETY	R
2	*	AIRCREW DISCIPLINE	R
3	*	AIRMANSHIP	R
4	*	CREW COORDINATION	R
5		FLIGHT/MISSION PLANNING	R
6		KNOWLEDGE/COMMUNICATION	R
7		TASK MANAGEMENT	R
8		IN-FLIGHT CHECKS/CHECKLIST PROCEDURES	R
9		RISK MANAGEMENT	R
10		EMERGENCY PROCEDURES	R
11		POST-MISSION	R
12-20		RESERVED	
NOTES: * Critical Area.			

3.3.2. Instructors. See Table 3.2. for required evaluation areas.

Table 3.2. Instructor Evaluation Criteria (Applies to instructors in all crew positions).

AREA	TITLE	
21	MISSION PREPARATION	R
22	BRIEFINGS/CRITIQUE	R
23	INSTRUCTIONAL ABILITY	R
24	KNOWLEDGE OF PUBLICATIONS/PROCEDURES	R
25	DEMONSTRATION OF PROCEDURES	R
26	TRAINING/EVALUATION FORMS PREPARATION	R
27-30	RESERVED	

3.4. General Grading Criteria. Criteria marked (P) are for Pilots only. Criteria marked (SO) are for Sensor Operators only

3.4.1. Area 1 – Safety (Critical).

3.4.1.1. Q. Was aware of and complied with all safety factors required for safe aircraft operation and mission accomplishment. Sound judgment enhanced mission accomplishment and was evident in the decision-making process.

3.4.1.2. U. Not aware of or did not comply with all safety factors required for safe aircraft operation or mission accomplishment. A clear lack of judgment hampered or precluded mission accomplishment. Allowed a dangerous situation to develop without taking proper corrective action or notifying other crewmembers.

3.4.2. Area 2 – Aircrew Discipline (Critical).

3.4.2.1. Q. Demonstrated strict professional flight and crew discipline throughout all phases of the mission. Aware of on-going mission status. Recognized, verbalized and acted on unexpected events. Provided direction and information when needed.

3.4.2.2. U. Failed to exhibit strict flight and crew discipline. Violated or ignored rules or instructions. Not aware of on-going mission status. Failed to recognize, verbalize or act on unexpected events. Did not provide direction or information when needed.

3.4.3. Area 3 – Airmanship (Critical).

3.4.3.1. Q. Executed the assigned mission in a timely, efficient manner. Demonstrated situational awareness throughout the mission and conducted the flight with a sense of understanding and comprehension. Aware of performance of self and other flight members.

3.4.3.2. U. Decisions or lack thereof resulted in failure to accomplish the assigned mission. Demonstrated poor judgment to the extent that the mission or safety was compromised. Not aware of performance of self and other flight members.

3.4.4. Area 4 – Crew Coordination (Critical).

3.4.4.1. Q. Coordinated effectively with other crewmembers without misunderstanding, confusion, or undue delay. Provided direction/information when needed. Adapted to meet new situational demands and focused attention on the task. Asked for inputs, and made positive statements to motivate crewmembers.

3.4.4.2. U. Breakdown in coordination with other crewmembers precluded mission accomplishment or jeopardized safety. Created confusion or delays that could have endangered the aircraft or prevented mission accomplishment. Did not provide direction/information when needed. Did not adapt to meet new situational demands and focus attention on the task. Did not ask for inputs and made no effort to make positive statements to motivate crewmembers.

3.4.5. Area 5 – Flight/Mission Planning.

3.4.5.1. Q. (P) Clearly understood mission objectives and developed a sound plan to accomplish the mission. Checked factors applicable to flight (for example, weather, Notices to Airmen (NOTAMS), performance data, fuel requirements, maps, etc.) IAW applicable directives. Aware of alternatives available if flight cannot be completed as planned. Solicited feedback to check understanding of mission requirements. Thoroughly critiqued mission and collection plans to identify potential problem areas. Read and initialed for all items in the Flight Crew Information File (FCIF)/Read Files. Prepared at

crew/mission briefing. Assigned flight manual publications were current and usable for any of the unit's combat taskings; contained only minor deviations, omissions, and/or errors.

3.4.5.2. Q. (SO) Reviewed applicable target information and checked factors effecting imagery collection (for example, target characteristics, environmental factors, required EEI, etc.). Provided feedback to ensure understanding of imagery requirements. Thoroughly critiqued collection plan to identify potential problem areas. Read and initialed for all items in the FCIF/Read Files. Prepared at crew/mission briefing. Assigned flight manual publications were current and usable for any of the unit's combat taskings; contained only minor deviations, omissions, and/or errors.

3.4.5.3. Q-. Demonstrated limited knowledge of performance capabilities or approved operating procedures and rules in some areas. Partially defined the mission overview and goals. Solicited some feedback to check understanding of mission requirements and possible contingencies. Incompletely critiqued plans to identify potential problem areas. Made minor errors or omissions that did not detract from mission effectiveness. Assigned flight manual publications contained deviations, omissions, and/or errors; however, contained everything necessary to effectively accomplish the mission and did not compromise safety of flight.

3.4.5.4. U. Made major errors or omissions that would have prevented a safe or effective mission. Displayed faulty knowledge of operating data or procedures. Did not define the mission overview and goals. Did not solicit feedback to check understanding of mission requirements. Did not critique plans to identify potential problem areas. Failed to check understanding of possible contingencies. Did not review or initial FCIF. Not prepared at crew/mission briefing. Assigned flight manual publications are not up to "Q-" standards; contained major deviations, omissions, and/or errors.

3.4.6. Area 6 – Knowledge/Communication.

3.4.6.1. General.

3.4.6.1.1. Q. Thorough knowledge of applicable systems limitations and performance characteristics.

3.4.6.1.2. Q-. Knowledge of systems, limitations, and performance characteristics sufficient to perform the mission safely. Deficiencies either in depth of knowledge or comprehension.

3.4.6.1.3. U. Unsatisfactory knowledge of systems, limitations or performance characteristics.

3.4.6.2. Flight Rules/Regulations/Procedures.

3.4.6.2.1. Q. Prepared and completed mission in compliance with existing instructions and directives. Demonstrated knowledge of operating procedures and restrictions and where to find them in the correct publications.

3.4.6.2.2. Q-. Minor deviations to established procedures. Unsure of some directives and/or had difficulty locating some information in appropriate publications. Any instances of non-compliance did not jeopardize safety.

3.4.6.2.3. U. Unaware of established procedures and/or could not locate them in the appropriate publication in a timely manner. Failed to comply with a procedure that could have jeopardized safety or mission success.

3.4.6.3. Local Area Procedures.

3.4.6.3.1. Q. Thorough knowledge of local procedures.

3.4.6.3.2. Q-. Limited knowledge of local procedures

3.4.6.3.3. U. Inadequate knowledge of local procedures.

3.4.6.4. Communications.

3.4.6.4.1. Q. Complete knowledge of and compliance with correct communications procedures. Transmissions concise with proper terminology and acknowledged all required instructions.

3.4.6.4.2. Q-. Occasional deviations from procedures that required re-transmissions. Slow in initiating or missed several required radio/intercom calls. Transmissions contained extraneous matter, were not in proper sequence, or used non-standard terminology.

3.4.6.4.3. U. Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Omitted numerous radio/intercom calls.

3.4.7. Area 7 – Task Management.

3.4.7.1. Q. Correctly prioritized tasks. Used available resources to manage workload and avoided the creation of self-imposed workload or stress. Clearly communicated and acknowledged workload and task distribution. Clearly stated problems and used facts to come up with solution. Provided adequate time for completion of tasks and prepared for expected or contingency situations.

3.4.7.2. Q-. Did not consistently or correctly prioritize tasks. Did not always use available resources to manage workload. Did not always clearly communicate or acknowledge workload and task distribution. Did not consistently provide adequate time for completion of task and/or not always prepared for expected or contingency situations.

3.4.7.3. U. Unable to correctly prioritize tasks, use available resources to manage workload or avoid self-imposed workload/stress. Failed to communicate or acknowledge workload and task distribution. Did not provide adequate time for completion of tasks and/or unprepared for expected or contingency situations.

3.4.8. Area 8 – In-flight Checks/Checklist Procedures.

3.4.8.1. In-flight Checks.

3.4.8.1.1. Q. Performed all in-flight checks as required.

3.4.8.1.2. Q-. Same as qualified, except for minor deviations or omissions during checks. Did not detract from mission accomplishment.

3.4.8.1.3. U. Did not perform in-flight checks or monitor systems to the degree that an emergency condition would have developed if allowed to continue uncorrected.

3.4.8.2. Checklist Procedures.

3.4.8.2.1. Q. Efficient location of the appropriate checklist. Able to complete the checklist in a timely manner

3.4.8.2.2. Q-. Slow to locate the appropriate checklist. Slow to complete the checklist.

3.4.8.2.3. U. Unable to locate the appropriate checklist, used incorrect checklist or consistently omitted checklist items. Excessive delay in completing checklist or did not complete checklist prior to the event.

3.4.9. Area 9 – Risk Management.

3.4.9.1. Q. Appropriately identified contingencies and alternatives. Gathered and cross-checked available data in a timely manner, and provided rationale for decisions.

3.4.9.2. Q-. Occasionally identified contingencies and alternatives. Did not always gather and cross check available data before deciding or provide rationale for decisions. Acted indecisively at times.

3.4.9.3. U. Failed to identify contingencies or alternatives. Made no effort to gather and cross check available data before deciding, did not state decisions, provide rationale for decisions or get acknowledgment. If pilot in command – failed to establish proper balance between command authority and crewmember participation or acted indecisively.

3.4.10. Area 10 – Emergency Procedures. . Evaluate actions taken in response to actual or simulated emergencies that occur during the flight check (in-flight or on the ground) until the flight examiner declares the evaluation of the emergency procedure terminated.

3.4.10.1. Q. Displayed correct, immediate response to CAPs and non-CAP emergency situations. Effectively used checklist.

3.4.10.2. Q-. Response to CAP emergencies 100% correct. Response to certain areas of non-CAP emergencies or follow-on steps to CAP procedures was slow/confused. Used the checklist/flight manual when appropriate, but slow to locate required data.

3.4.10.3. U. Incorrect response for CAP emergency. Unable to analyze problems or take corrective action. Did not use checklist/flight manual, or lacks acceptable familiarity with their arrangement or contents .

3.4.11. Area 11 – Post-Mission.

3.4.11.1. Debriefing/Critique.

3.4.11.1.1. Q. Thoroughly debriefed the mission (or applicable portions). Compared mission results with established initial objectives. Debriefed deviations and offered corrective guidance as appropriate.

3.4.11.1.2. Q-. Debrief covered the mission highlights but was not specific enough. Did not thoroughly discuss performance in relation to mission objectives. Did not debrief all deviations.

3.4.11.1.3. U. Did not debrief mission deviations or offer corrective guidance. Feedback not given or given poorly. Attempted to hide mistakes. Not open to feedback or reactions/inputs from others.

3.4.11.2. Forms/Reports/Logs.

3.4.11.2.1. Q. All required forms and/or flight plans were complete, accurate, readable, accomplished on time and IAW applicable directives.

3.4.11.2.2. Q-. Minor errors on forms and/or flight plans did not affect conduct of the flight/mission. Incorrectly or incompletely reported some information due to minor errors, omissions, and/or deviations.

3.4.11.2.3. U. Did not accomplish required forms and/or flight plans. Omitted or incorrectly reported significant information due to major errors, omissions, and/or deviations.

3.4.12. Areas 12—20 – RESERVED. Reserved for future use.

3.5. Instructor Grading Criteria

3.5.1. Area 21 – Mission Preparation.

3.5.1.1. Q. Thoroughly reviewed student's training folder. Ascertained student's present level of training. Assisted student in pre-mission planning and allowed student time for questions. Correctly prioritized training events. Ensured student understood mission training objectives .

3.5.1.2. Q-. Did not thoroughly review student's training folder or correctly ascertain student's present level of training.. Poorly prioritized training events. Training plan/scenario made poor use of time.

3.5.1.3. U. Did not review student's training folder. Did not ascertain student's present level of training. Did not assist student with pre-mission planning or did not allow time for questions. Did not prioritize training events. Failed to give student a clear idea of mission training objectives, methods, and sequence of events.

3.5.2. Area 22 – Briefings/Critique.

3.5.2.1. Q. Briefings were well organized, accurate, and thorough, Training grade reflected the actual performance of the student relative to the standard.

3.5.2.2. Q-. Minor errors or omissions in briefings and/or critique did not affect safety or adversely affect student progress. Occasionally unclear in analysis of events or maneuvers.

3.5.2.3. U. Briefings were marginal or non-existent. Did not review student past performance. Failed to adequately critique student or analyze the mission. Analysis of events or maneuvers was incomplete, inaccurate or confusing. Overlooked or omitted major discrepancies. Training grade did not reflect actual performance of student.

3.5.3. Area 23 – Instructional Ability.

3.5.3.1. Q. Demonstrated the ability to communicate effectively. Clearly defined all mission requirements and any required additional training/corrective action. Provided appropriate guidance when necessary. Identified and corrected potentially unsafe maneuvers/situations. Instruction/evaluation was accurate, effective and timely.

3.5.3.2. Q-. Accomplished the above tasks with minor discrepancies that did not affect safety or adversely affect student progress. Problems in communication or analysis degraded effectiveness of instruction/ evaluation.

3.5.3.3. U. Unable to effectively communicate or provide timely feedback to the student. Did not provide corrective action when necessary. Made no attempt to instruct. Unable to perform, teach, or assess techniques, procedures, systems use, or tactics. Did not plan ahead or anticipate student problems. Did not identify unsafe maneuvers/situations in a timely manner. Did not remain aware of situation at all times. Demonstrated inadequate ability to instruct/evaluate.

3.5.4. Area 24 – Knowledge of Publications/Procedures.

3.5.4.1. Q. Possessed a high level of knowledge of all applicable systems, techniques, and missions to be performed. Possessed a high level of knowledge of all applicable publications and procedures, and understood how to apply both to enhance mission accomplishment .

3.5.4.2. Q-. Deficiencies in depth of knowledge, comprehension of procedures, requirements, systems performance characteristics, mission or tactics. Minor errors in knowledge of above areas did not affect safety or adversely affect student progress.

3.5.4.3. U. Knowledge of publications or procedures was inadequate. Could not apply knowledge obtained from publications. Lack of knowledge in certain areas seriously detracted from instructor effectiveness.

3.5.5. Area 25 – Demonstration of Procedures.

3.5.5.1. Q. Performed required maneuvers/operations within prescribed parameters. Effectively demonstrated procedures and techniques. Provided concise, meaningful in-flight commentary.

3.5.5.2. Q-. Minor discrepancies in the above criteria did not affect safety or adversely affect student progress.

3.5.5.3. U. Did not demonstrate correct procedure or techniques. Was unable to properly perform required maneuvers/operations. Made major procedural errors. Did not provide in-flight commentary.

3.5.6. Area 26 – Training/Evaluation Forms Preparation.

3.5.6.1. Q. Completed appropriate training/evaluation records accurately. Adequately assessed and recorded performance. Comments were clear and pertinent.

3.5.6.2. Q-. Minor errors or omissions in training/evaluation records. Comments were incomplete or slightly unclear.

3.5.6.3. U. Did not complete required forms or records. Comments were invalid, unclear, or did not accurately document performance.

3.5.7. Areas 27—30 – RESERVED. Reserved for future use.

Chapter 4

PILOT EVALUATION CRITERIA

4.1. Evaluation Standards.

4.1.1. Evaluation criteria in this chapter are divided into three sections: General, Instrument, and Mission Employment. Use all sections for criteria applicable to the events performed on the evaluation .

4.1.2. Where major areas include sub-areas, assign only one grade to the major areas. Annotate discrepancies on the back of the AF Form 8 by sub-area.

Table 4.1. Pilot Evaluation Criteria.

AREA	NOTES	TITLE	INSTM/ QUAL	MSN	LR
I. GENERAL					
31		BRIEFING	R	R	
32		AIRCRAFT LAUNCH			R
33		TAKEOFF			R
34		DEPARTURE			R
35		LEVEL OFF	R		
36		CRUISE/NAVIGATION	R	R	
37		FUEL MANAGEMENT	R	R	
38		AIRCRAFT OPERATION	R	R	
39		COMM/IFF/SIF	R	R	
40	1	UNUSUAL ATTITUDE RECOVERIES	R		
41		DESCENT			R
42		GO-AROUND			R
43	4	ENGINE-OUT PATTERN (emergency landing procedures or Ku Only)	R	R	R
44		VFR PATTERN/APPROACH			R
45		LANDING			R
46		AFTER LANDING			R
47-50		RESERVED			
II. INSTRUMENT					
51		HOLDING			
52		PENTRATION/ENROUTE DESCENT			R
53		INSTRUMENT PATTERNS			R
54	2	NON-PRECISION APPROACH			R
55	2	PRECISION APPROACH			R
56		MISSED APPROACH/CLIMB OUT			R
57		CIRCLING/SIDE-STEP APPROACH			
58		INSTRUMENT CROSS-CHECK	R		
59-60		RESERVED			
III. MISSION EMPLOYMENT					
III.A. GENERAL					
61		TACTICAL PLAN		R	
62		TACTICS/THREATS		R	
63		MISSION EXECUTION		R	
64		TACTICAL NAVIGATION		R	
65		INGRESS		R	

66		EGRESS		R	
67		TIMING		R	
68		TRAINING RULES/RULES OF ENGAGEMENT (ROE)		R	
69		AIRCRAFT POSITIONING		R	
70		RESERVED			
III.B. WEAPONS EMPLOYMENT					
71	3	DECONFLICTION AND ASSET MANAGEMENT		R	
72	3	RANGE PROCEDURES		R	
73	3	TACS COORDINATION		R	
74	3	WEAPONS DELIVERY PROCEDURES		R	
75	3	WEAPONS EMPLOYMENT		R	
76-80		RESERVED			
NOTE: 1. Will only be evaluated in an ATD or verbally evaluated if an ATD is not available. 2. Requires both precision and non-precision approaches to complete evaluation provided capability exists. 3. IAW AFI 11-214, MAJCOM and Wing supplements. 4. Ku-only engine-out patterns will only be evaluated in an ATD or verbally (if an ATD is not available).					

4.2. General.

4.2.1. Area 31 – Briefing.

4.2.1.1. Organization/Presentation.

4.2.1.1.1. Q. Well organized and presented in a logical sequence. Presented briefing in a professional manner. Effective use of training aids. Concluded briefing in time to allow for preflight of equipment and aircraft.

4.2.1.1.2. Q-. Events out of sequence, hard to follow, some redundancy. Did not make effective use of available training aids. Briefing rushed in order to allow for preflight of equipment and aircraft.

4.2.1.1.3. U. Confusing presentation. Did not allow time for crew briefing and preflight of equipment and aircraft. Did not use training aids. Redundant throughout briefing. Lost interest of flight members.. Terminated briefing early in order to preflight equipment or aircraft.

4.2.1.2. Mission Objectives.

4.2.1.2.1. Q. Clearly defined the mission objectives.

4.2.1.2.2. Q-. Partially defined the mission overview and/or objectives and goals undefined and poorly quantified.

4.2.1.2.3. U. Did not establish objectives for the mission.

4.2.1.3. Crewmember Consideration.

4.2.1.3.1. Q. Considered the abilities of all crewmembers. Briefed corrective action from previous mission and anticipated problem areas when appropriate.

4.2.1.3.2. Q-. Did not consider all crewmembers' abilities. Did not identify anticipated problem areas. Did not effectively establish or maintain team concept or environment for open communications.

- 4.2.1.3.3. U. Ignored other crewmembers' abilities and past problem areas. Failed to establish and maintain team concept and environment for open communications.
- 4.2.2. Area 32 – Aircraft Launch.
- 4.2.2.1. Q. Accurately determined readiness of aircraft for flight. Performed all checks and procedures prior to takeoff IAW approved checklists and applicable directives.
- 4.2.2.2. Q-. Same as above except for minor procedural deviations that did not detract from mission effectiveness.
- 4.2.2.3. U. Omitted major checklist item(s). Major deviations in procedure, which would preclude safe mission accomplishment. Failed to accurately determine readiness of aircraft for flight. Crew errors directly contributed to a late takeoff, which degraded the mission or made it non-effective.
- 4.2.3. Area 33 – Takeoff.
- 4.2.3.1. Q. Maintained smooth aircraft control throughout takeoff.
- 4.2.3.2. Q-. Minor flight manual procedural deviations. Some under or over control at liftoff.
- 4.2.3.3. U. Takeoff potentially dangerous. Exceeded aircraft/systems limitations.
- 4.2.4. Area 34 – Departure (IFR/Visual Flight Rules [VFR]).
- 4.2.4.1. Q. Performed departure as published/directed and complied with all restrictions.
- 4.2.4.2. Q-. Minor deviations in airspeed and navigation occurred during completion of departure.
- 4.2.4.3. U. Failed to comply with published/directed departure instructions.
- 4.2.5. Area 35 – Level-Off.
- 4.2.5.1. Q. Leveled off smoothly. Promptly established proper cruise airspeed.
- 4.2.5.2. Q-. Level-off was erratic. Slow in establishing proper cruise airspeed.
- 4.2.5.3. U. Level-off was erratic. Exceeded Q- limits. Excessive delay or failed to establish proper cruise airspeed. Failed to reset altimeter, as required.
- 4.2.6. Area 36 – Cruise/Navigation.
- 4.2.6.1. Q. Demonstrated satisfactory capability to navigate using all available means. Used appropriate procedures. Complied with clearance instructions. Aware of position at all times. Remained within the confines of assigned airspace (i.e., military operating area, restricted area, etc.).
- 4.2.6.2. Q-. Minor errors in procedures/use of navigation equipment. Slow to comply with clearance instructions. Had minor difficulty in establishing/maintaining exact position, area, and course.
- 4.2.6.3. U. Major errors in procedures/use of navigation equipment. Could not establish position. Failed to recognize checkpoints or adjust for deviations in time and course. Often unable to remain within the confines of assigned airspace or FE prompting required to maintain assigned airspace.

4.2.7. Area 37 – Fuel Management.

4.2.7.1. Q. Actively monitored fuel throughout the mission. Complied with all established fuel requirements.

4.2.7.2. Q-. Errors in fuel management procedures, which did not preclude mission accomplishment .

4.2.7.3. U. Failed to monitor fuel status or comply with established fuel requirements. Poor fuel management precluded mission accomplishment. Did not adhere to briefed fuel requirements.

4.2.8. Area 38 – Aircraft Operation. This area includes applicable aircraft systems operation as prescribed in the flight manual and other governing directives. Also include the individual's system knowledge and proper operating procedures, analysis of equipment malfunctions, and use of proper corrective action.

4.2.8.1. Q. Operated aircraft according to procedures and checklists contained in the flight manual and governing directives.

4.2.8.2. Q-. Operated aircraft with some deviations, omissions, and/or errors from procedures required by the flight manual or governing directives.

4.2.8.3. U. Poor understanding or application of systems knowledge and/or operating procedures. Would have damaged aircraft if allowed to continue uncorrected.

4.2.9. Area 39 – Communications (COMM)/Identification Friend or Foe (IFF)/ Selective Identification Feature (SIF).

4.2.9.1. Q. Complete knowledge of and compliance with correct COMM/IFF/SIF procedures. Transmissions over radio and intercom were concise, accurate and used proper terminology. Complied with and acknowledged all required instructions. Thoroughly familiar with communications security requirements, HAVE QUICK and secure voice equipment (if applicable). Correctly authenticated.

4.2.9.2. Q-. Occasional deviations from correct procedures. Minor errors or omissions did not significantly detract from situational awareness, threat warning or mission accomplishment. Demonstrated limited knowledge of communications security requirements, HAVE QUICK and secure voice equipment (if applicable).

4.2.9.3. U. Incorrect procedures or poor performance caused confusion and jeopardized mission accomplishment. Unable to properly authenticate.

4.2.10. Area 40 – Unusual Attitude Recoveries (Use ATD).

4.2.10.1. Q. Smooth positive recovery to level flight with correct recovery procedures.

4.2.10.2. Q-. Slow to analyze attitude, or erratic in recovery to level flight. Correct recovery procedures used.

4.2.10.3. U. Unable to determine attitude. Used improper recovery procedures.

4.2.11. Area 41 – Descent.

4.2.11.1. Q. Performed descent as directed, complied with all restrictions.

4.2.11.2. Q-. Performed descent as directed with minor deviations.

4.2.11.3. U. Performed descent with major deviations.

4.2.12. Area 42 – Go-Around.

4.2.12.1. Q. Initiated and performed go-around promptly IAW flight manual and operational procedures and directives.

4.2.12.2. Q-. Slow to initiate go-around or procedural steps.

4.2.12.3. U. Did not self-initiate go-around when appropriate. Techniques unsafe or applied incorrect procedures. Erratic aircraft control. Large deviations in runway alignment.

4.2.13. Area 43 – Engine-Out Traffic Pattern.

4.2.13.1. Q. Performed emergency procedures IAW applicable directives. Used sound judgment. Configured at the appropriate position/altitude. Smooth positive control of aircraft. Able to prioritize actions to safely recover the aircraft. Maintained aircraft control within appropriate standards.

4.2.13.2. Q-. Performed emergency procedures with minor deviations, omissions, and/or errors from applicable directives. Configured at a position and altitude, which allowed for a safe approach. Minor deviations from recommended procedures and altitudes. Unnecessary maneuvering due to minor errors in planning or judgment; however, did not jeopardize the safe recovery of the aircraft.

4.2.13.3. U. Judgment unsafe. Did not comply with applicable procedures. Performed emergency procedures with major deviations, omissions, and/or errors from recommended procedures and altitudes. Unable to safely recover the aircraft.

4.2.14. Area 44 – VFR Pattern/Approach.

4.2.14.1. Q. Performed patterns/approaches IAW procedures outlined in the flight manual, operational procedures and local directives. Aircraft control was smooth and positive. Accurately aligned with runway. Maintained proper/briefed airspeed.

4.2.14.2. Q-. Performed patterns/approaches with minor deviations to procedures outlined in the flight manual, operational procedures and local directives. Aircraft control was not consistently smooth, but safe. Alignment with runway varied. Slow to correct to proper/briefed airspeed.

4.2.14.3. U. Approaches not performed IAW procedures outlined in the flight manual, operational procedures and local directives. Erratic aircraft control. Large deviations in runway alignment.

4.2.15. Area 45 – Landing. For VFR approaches, where runway configuration, arresting cable placement or flight manual limitations require an adjustment to the desired touchdown point, identify a simulated runway threshold and apply the grading criteria accordingly. For instrument approaches, the examinee should use a normal glide slope from either the decision height or from a point where the examinee visually acquires the runway environment.

4.2.15.1. Q. Performed landings IAW procedures and techniques outlined in the flight manual, and local directives. Aircraft control was smooth and positive. Accurate runway alignment.

4.2.15.2. Q-. Performed landings IAW procedures and techniques outlined in the flight manual, and local directives with minor deviations, omissions, and/or errors which did not jeopardize safety of flight. Rough aircraft control but runway alignment was accomplished.

4.2.15.3. U. Landing not performed IAW procedures and techniques outlined in the flight manual, and local directives. Runway alignment not properly accomplished.

4.2.16. Area 46 – After Landing.

4.2.16.1. Q. Appropriate after-landing checks and aircraft taxi procedures accomplished IAW the flight manual and applicable directives. Completed all required forms accurately.

4.2.16.2. Q-. Same as qualified except some deviations or omissions noted in performance of after landing checks and/or aircraft taxi procedures in which the examinee did not jeopardize safety.

4.2.16.3. U. Made major deviations or omissions in performance of after landing checks or aircraft taxi procedures, which could have jeopardized safety.

4.2.17. Areas 47—50 – RESERVED. Reserved for future use.

4.3. Instrument.

4.3.1. Area 51 – Holding.

4.3.1.1. Q. Performed entry and holding IAW published procedures and directives. Holding pattern limit exceeded by not more than +/-20 seconds.

4.3.1.2. Q-. Holding pattern limit exceeded by not more than +/-30 seconds.

4.3.1.3. U. Holding was not IAW published procedures and directives. Exceeded criteria for Q-.

4.3.2. Area 52 – Penetration/Enroute Descent (Initial Approach Fix to Final Approach Fix/Descent Point).

4.3.2.1. Q. Performed the penetration/enroute descent and approach as published/directed and IAW applicable flight manuals. Complied with all restrictions. Made smooth and timely corrections.

4.3.2.2. Q-. Performed the penetration/enroute descent and approach with minor deviations. Complied with most restrictions. Slow to make corrections.

4.3.2.3. U. Performed the penetration/enroute descent and approach with major deviations. Erratic corrections.

4.3.3. Area 53 – Instrument Patterns (Downwind/Base Leg).

4.3.3.1. Q. Performed procedures as published or directed and IAW flight manual. Smooth and timely response to controller instruction.

4.3.3.2. Q-. Performed procedures with minor deviations. Slow to respond to controller instruction.

4.3.3.3. U. Performed procedures with major deviations/erratic corrections. Failed to comply with controller instruction.

4.3.4. Area 54 – Non-Precision Approach.

4.3.4.1. Q. Adhered to all published/directed procedures and restrictions. Used appropriate descent rate to arrive at minimum descent altitude (MDA) at or before visual descent point (VDP)/ missed approach point (MAP). Position permitted a safe landing. Maintained proper/briefed airspeed.

4.3.4.1.1. Airspeed. +10/-5 KIAS.

4.3.4.1.2. Heading. +/-10 degrees.

4.3.4.1.3. Course. +/-10 degrees at MAP.

4.3.4.1.4. Minimum Descent Altitude: +100/-25 feet.

4.3.4.2. Q-. Performed approach with minor deviations. Arrived at MDA at or before the MAP, but past the VDP. Position permitted a safe landing. Slow to correct to proper/briefed airspeed.

4.3.4.2.1. Airspeed: +15/-7 KIAS.

4.3.4.2.2. Heading: +/-20 degrees.

4.3.4.2.3. Course: +/-20 degrees at MAP.

4.3.4.2.4. Minimum Descent Altitude: +150/-50 feet. (NOTE: The -50 foot tolerance applies only to momentary excursions).

4.3.4.3. U. Did not comply with published/directed procedures or restrictions. Exceeded Q- limits. Maintained steady-state flight below the MDA, even though not exceeding the -50 foot limit. Could not land safely from the approach

4.3.5. Area 55 – Precision Approach (PAR or GLS).

4.3.5.1. Q. Performed procedures as directed and IAW flight manual. Smooth and timely response to controller instruction. Complied with decision height. Position permitted a safe landing. Maintained proper/briefed airspeed. Maintained glide path with only minor deviations.

4.3.5.1.1. Airspeed: +10/-5 KIAS.

4.3.5.1.2. Heading: +/- 5 degrees of controller instruction (PAR). Glide slope/azimuth within one dot (GLS).

4.3.5.2. Q-. Performed procedures with minor deviations. Slow to respond to controller's instructions. Position permitted a safe landing. Slow to correct to proper/briefed airspeed. Improper glide path control.

4.3.5.2.1. Airspeed: +15/-7 KIAS.

4.3.5.2.2. Heading +/-10 degrees of controller instruction (PAR). Glide Slope within one dot low or two dots high/Azimuth within two dots (GLS).

4.3.5.2.3. Initiated missed approach (if applicable) at decision height, +50/-25 ft.

4.3.5.3. U. Performed procedures with major deviations. Erratic corrections. Did not respond to controller instruction. Exceeded Q- limits. Did not comply with decision height and/or position did not permit a safe landing. Erratic glide path control.

4.3.6. Area 56 – Missed Approach/Climb Out.

4.3.6.1. Q. Executed missed approach/climb out as published/directed. Completed all procedures IAW flight manual.

4.3.6.2. Q-. Executed missed approach/climb out with minor deviations. Slow to comply with published procedures, controller instructions or flight manual procedures.

4.3.6.3. U. Executed missed approach/climb out with major deviations, or did not comply with applicable directives.

4.3.7. Area 57 – Circling/Side-Step Approach.

4.3.7.1. Q. Performed circling/side-step approach IAW applicable flight manual procedures and techniques and AFMAN 11-217V1 & V2, *Instrument Flight Procedures*. Aircraft control was positive and smooth. Proper runway alignment. Airspeed: +10/-5 KIAS.

4.3.7.2. Q-. Performed circling/side-step approach with minor deviations to applicable flight manual procedures and techniques and AFMAN 11-217V1 & V2. Aircraft control was not consistently smooth, but safe. Runway alignment varied, but go-around not required. Airspeed: +15/-7 KIAS.

4.3.7.3. U. Circling/side-step approach not performed IAW applicable flight manual procedures and techniques and AFMAN 11-217V1 & V2. Erratic aircraft control. Large deviations in runway alignment required go-around.

4.3.8. Area 58 – Instrument Cross Check.

4.3.8.1. Q. Effective instrument cross-check. Smooth and positive aircraft control throughout flight. Met "Q" criteria listed in paragraph 1.3.7. , applicable special events or instrument final approaches.

4.3.8.2. Q-. Slow instrument cross-check. Aircraft control occasionally abrupt to compensate for recognition of errors. Meets "Q-" criteria listed in paragraph 1.3.7., applicable special events or instrument final approaches.

4.3.8.3. U. Inadequate instrument cross-check. Erratic aircraft control. Exceeded Q- limits.

4.3.9. Areas 59—60 – RESERVED. Reserved for future use.

4.4. Mission Employment.

4.4.1. General.

4.4.1.1. Area 61 – Tactical Plan.

4.4.1.1.1. Q. Well-developed plan that included consideration of mission objectives and potential threats. Appropriately identified contingencies and alternatives.

4.4.1.1.2. Q-. Minor omissions in the plan resulted in less-than-optimum achievement of objectives and detracted from mission effectiveness. Planned tactics resulted in unnecessary difficulty.

4.4.1.1.3. U. Major errors in the plan precluded accomplishment of the stated objectives. Failed to identify any contingencies or alternatives.

4.4.1.2. Area 62 – Tactics/Threats.

4.4.1.2.1. Q. Thorough knowledge of all tactics and threats applicable to the mission.

4.4.1.2.2. Q-. Deficiencies in depth of knowledge or comprehension of tactics and threats that would not preclude successful mission accomplishment.

4.4.1.2.3. U. Insufficient knowledge of tactics and threats contributed to ineffective mission accomplishment.

4.4.1.3. Area 63 – Mission Execution.

4.4.1.3.1. Q. Applied tactics consistent with the threat, current directives, and good judgment. Executed the plan and achieved mission goals. Quickly adapted to changing environment. Maintained situational awareness.

4.4.1.3.2. Q-. Minor deviations from tactical plan, which did not result in an ineffective mission. Slow to adapt to changing environment. Poor situational awareness.

4.4.1.3.3. U. Unable to accomplish the mission due to major errors of commission or omission during execution. Situational awareness lost, aircraft put in undue/unnecessary risk.

4.4.1.4. Area 64 – Tactical Navigation.

4.4.1.4.1. General.

4.4.1.4.1.1. Q. Maintained terrain awareness. Complied with established altitude minimums. Adhered to airspace restrictions, including buffer zones, restrictive fire plans, fire support coordination lines, friendly artillery fans, ingress/egress corridors and other airspace restrictions.

4.4.1.4.1.2. Q-. Recognized and corrected deviations from planned route of flight. Maintained terrain awareness. Altitude control contributed to exposure to threats for brief periods.

4.4.1.4.1.3. U. Failed to locate desired destination. Deviations from planned route of flight exposed flight to threats. Violated airspace restrictions or altitude minimums. Poor airspeed/altitude control contributed to disorientation. Inadequate terrain awareness.

4.4.1.5. Area 65 – Ingress.

4.4.1.5.1. Q. Aware of all known/simulated threats and defenses. Employed effective use of route and altitude selection.

4.4.1.5.2. Q-. Ignored some of the known/simulated threats and defenses. Improper use of route and altitude selection resulted in unnecessary exposure.

- 4.4.1.5.3. U. Failed to honor known/simulated threats and defenses significantly reducing survivability.
- 4.4.1.6. Area 66 – Egress.
 - 4.4.1.6.1. Q. Aware of all known/simulated threats and defenses. Employed effective use of route and altitude selection to complete an expeditious egress from the target area.
 - 4.4.1.6.2. Q-. Ignored some of the known/simulated threats and defenses. Egress contributed to unnecessary exposure to threats and delayed departure from target area.
 - 4.4.1.6.3. U. Failed to honor known/simulated threats and defenses significantly reducing survivability. Egress caused excessive exposure to threats.
- 4.4.1.7. Area 67 – Timing. The FE may make adjustments in timing for non-aircrew-caused delays or widen specific timing criterion if the aircraft had to maneuver extensively along the ingress route due to safety restrictions and/or weather.
 - 4.4.1.7.1. Weapons Delivery Timing. Evaluate all time-on-target restrictions as follows:
 - 4.4.1.7.1.1. Q. +/-1 minute.
 - 4.4.1.7.1.2. Q-. +/-2 minutes.
 - 4.4.1.7.1.3. U. Exceeded Q- parameters.
 - 4.4.1.7.2. Mission timing. Evaluate all briefed mission timings (time at target, fence checks, etc.).
 - 4.4.1.7.2.1. Q. Effectively met mission timings.
 - 4.4.1.7.2.2. Q-. Met most mission timings.
 - 4.4.1.7.2.3. U. Unable to meet mission timings.
- 4.4.1.8. Area 68 – Training Rules/Rules of Engagement (ROE).
 - 4.4.1.8.1. Q. Adhered to and knowledgeable of all training rules/ROE.
 - 4.4.1.8.2. Q-. Minor deviations. Made timely, positive corrections. Did not jeopardize safety of flight.
 - 4.4.1.8.3. U. Significant deviations indicating a lack of knowledge of training rules/ROE and their application.
- 4.4.1.9. Area 69 – Aircraft Positioning.
 - 4.4.1.9.1. Q. Maneuvered to clearly observe the target/attain EEIs, meet detection concern during all phases of the target prosecution.
 - 4.4.1.9.2. Q-. Observation position afforded less than optimal view of the target or deconfliction with participating aircraft. Occasionally out of position to attain EEIs or meet detection concern

- 4.4.1.9.3. U. Observation position did not allow an adequate view of the target. Observation position was inappropriate for attaining EEIs and/or meeting detection concern.
- 4.4.1.10. Area 70 – RESERVED. Reserved for future use.
- 4.4.2. Weapons Employment.
 - 4.4.2.1. Area 71 – Deconfliction and Asset Management.
 - 4.4.2.1.1. Q. Expeditiously coordinated with and provided timely and accurate holding instructions to strike aircraft. Effectively deconflicted strike aircraft.
 - 4.4.2.1.2. Q-. Minor delays or confusion in strike aircraft coordination, deconfliction, or holding instructions.
 - 4.4.2.1.3. U. Provided erroneous or inaccurate instructions. Jeopardized own or strike aircraft.
 - 4.4.2.2. Area 72 – Range Procedures.
 - 4.4.2.2.1. Q. Used proper procedures for entering and exiting the range. Range operations followed established procedures/restrictions.
 - 4.4.2.2.2. Q-. Minor deviations from established procedures for range entry, exit or operations.
 - 4.4.2.2.3. U. Major deviations from established procedures for range entry, exit or operations.
 - 4.4.2.3. Area 73 – Tactical Air Control System (TACS) Coordination.
 - 4.4.2.3.1. Q. Effected timely coordination with all appropriate agencies to include strike clearance.
 - 4.4.2.3.2. Q-. Coordinated with all appropriate agencies; however, not in a timely, effective manner. Delays caused by untimely coordination did not affect mission accomplishment. Strike clearance was received prior to initiating the attack.
 - 4.4.2.3.3. U. Did not coordinate with all appropriate agencies. Delivered weapons without strike clearance. Delays caused by untimely coordination rendered the mission ineffective.
 - 4.4.2.4. Area 74 – Weapons Delivery Procedures.
 - 4.4.2.4.1. Q. Correctly released the weapons at the planned delivery parameters. At least 50% of weapons assessed as valid attacks.
 - 4.4.2.4.2. Q-. Minor errors resulting in release outside the planned weapons delivery parameters degraded weapons effectiveness. Minor errors in weapons delivery and recovery procedures degraded weapons effectiveness. At least 50% of weapons assessed as valid attacks.
 - 4.4.2.4.3. U. Improper release parameters resulted in the weapons being delivered outside weapon/seeker limits. Major errors in execution of weapons delivery and/or recovery procedures. Less than 50% weapons assessed as valid attacks.

4.4.2.5. Area 75 – Weapons Employment:

4.4.2.5.1. Q. Demonstrated complete knowledge of weapons delivery procedures, attack parameters, weapons effects, and weapons computations for the events performed.

4.4.2.5.2. Q-. Minor errors in knowledge of weapons delivery procedures, attack parameters, weapons effects, or weapons computations for the events performed.

4.4.2.5.3. U. Demonstrated inadequate knowledge of weapons delivery procedures, attack parameters, weapons effects, or weapons computations for the events performed.

4.4.2.6. Areas 76—80 – Reserved for future use.

Chapter 5

SENSOR OPERATOR EVALUATION CRITERIA

5.1. Evaluation Standards.

5.1.1. Use all sections for criteria applicable to the events performed on the evaluation.

5.1.2. Where major areas include sub-areas, assign only one grade to the major areas. Annotate discrepancies on the back of the AF Form 8 by sub-area.

Table 5.1. Sensor Operator Evaluation Criteria.

AREA	NOTES	TITLE	QUAL	MSN	LR
37	3	FUEL MANAGEMENT		R	
38	3	VEHICLE OPERATION		R	
69	3	AIRCRAFT POSITIONING		R	
101		BRIEFING			
102	2	AIRCRAFT LAUNCH			R
103		PAYLOAD OPERATION	R	R	
104		Ku-BAND OPERATION			
105	2	AIRCRAFT RECOVERY			R
106-110		RESERVED			
111		SENSOR SYSTEMS UTILIZATION	R	R	
112		IMAGERY QUALITY		R	
113		TARGET ANALYSIS		R	
114-120		RESERVED			
121	1	TARGET MARKING		R	
122		RESERVED			
123	1	WEAPONS DELIVERY PROCEDURES		R	
124	1	WEAPONS EMPLOYMENT		R	
125		RESERVED			
126		TARGET ACQUISITION		R	
127-130		RESERVED			
NOTES: 1. IAW AFI 11-214, MAJCOM and Wing supplements. 2. May be evaluated in an ATD and not considered an alternate means. 3. Applies to MAC qualified SO's if evaluated in a MAC SO station					

5.2. General:

5.2.1. Area 101 – Briefing.

5.2.1.1. Q. Well organized and presented in a logical sequence. Established specific objectives for each of the targets.

5.2.1.2. Q-. Poorly organized or incomplete briefing. Target objectives undefined and poorly quantified. Omitted some minor training events..

5.2.1.3. U. Confusing presentation or did not brief targets.

5.2.2. Area 102 – Aircraft Launch (SO). Includes all activity up to and including established climb configuration.

5.2.2.1. Q. Accomplished procedures and checklists required by the flight manual, governing directives and published unit procedures without omissions or errors.

5.2.2.2. Q-. Deviations from published standards occurred, detracting from overall mission efficiency without rendering the mission ineffective.

5.2.2.3. U. Errors or omissions jeopardized mission accomplishment or flight safety.

5.2.3. Area 103 – Payload Operation (SO).

5.2.3.1. Q. Demonstrated satisfactory capability to collect imagery using all available sensors.

5.2.3.2. Q-. Minor errors in procedures or equipment use during imagery collection. Slow to use appropriate settings (specify in AF Form 8).

5.2.3.3. U. Major errors in procedures or equipment use during imagery collection. Could not use appropriate settings (specify in AF Form 8).

5.2.4. Area 104 – Ku-Band Operation (SO).

5.2.4.1. Q. Demonstrated satisfactory capability to configure and collect using Ku mode.

5.2.4.2. Q-. Minor errors or omissions in using approved checklists/procedures to configure PSO rack and collect during Ku operations.

5.2.4.3. U. Major errors or omissions in using approved checklists/procedures to configure PSO rack and collect Ku operations.

5.2.5. Area 105 – Aircraft Recovery (SO). This area includes all activity from start of the Descent through the Before Landing checklist.

5.2.6.1. Q. Accomplished procedures and checklists required by the flight manual and governing directives accurately and effectively.

5.2.6.2. Q-. Accomplished procedures and checklists required by the flight manual and governing directives with minor omissions, deviations or errors.

5.2.6.3. U. Errors or omissions could have jeopardized mission

5.2.7. Areas 106-110 – RESERVED. Reserved for future use.

5.3. Mission Employment.

5.3.1. Sensor Operations.

5.3.1.1. Area 111 – Sensor Systems Utilization.

5.3.1.1.1. Q. Correctly operated the sensor to acquire and exploit the target.

5.3.1.1.2. Q-. Poor operation of sensor hindered target identification, acquisition or exploitation of the target.

5.3.1.1.3. U. Could not direct sensors to acquire or exploit targets.

5.3.1.2. Area 112 – Imagery Quality.

5.3.1.2.1. Q. Imagery Quality allowed successful interpretation of all assigned/attempted targets IAW mission requirements.

5.3.1.2.2. Q-. Image quality was degraded by aircrew-induced factors, but still permitted interpretation.

5.3.1.2.3. U. Aircrew induced factors caused poor image resulting in non-fulfillment of EEIs.

5.3.1.3. Area 113 – Target Analysis.

5.3.1.3.1. Q. Accurately identified key features of target including status and meaning of activity.

5.3.1.3.2. Q-. Could identify most but not all key features of target including status and/or level of activity.

5.3.1.3.3. U. Could not identify key features or determine status of target.

5.3.1.4. Area 114-120 – RESERVED. Reserved for future use.

5.3.2. Weapons Employment.

5.3.2.1. Area 121 – Target Marking.

5.3.2.1.1. Q. Accomplished accurate and timely marking.

5.3.2.1.2. Q-. Minor procedural errors degraded laser target marking effectiveness/weapon employment.

5.3.2.1.3. U. Improper laser marking procedures resulted in unsuccessful point outs or weapons delivery.

5.3.2.2. Area 122 – RESERVED. Reserved for future use.

5.3.2.3. Area 123 – Weapons Delivery Procedures.

5.3.2.3.1. Q. Followed all current procedures and guidance during weapons delivery. At least 50% of weapons assessed as valid attacks.

5.3.2.3.2. Q-. Minor errors in weapons delivery procedures degraded weapons effectiveness. At least 50% of weapons assessed as valid attacks.

5.3.2.3.3. U. Major errors in execution of weapons delivery procedures. . Less than 50% weapons assessed as valid attacks.

5.3.2.4. Area 124 – Weapons Employment.

5.3.2.4.1. Q. Demonstrated complete knowledge of weapons delivery procedures, attack parameters, weapons effects, and weapons computations for the events performed.

5.3.2.4.2. Q-. Minor errors in knowledge of weapons delivery procedures, attack parameters, weapons effects, or weapons computations for the events performed.

5.3.2.4.3. U. Demonstrated inadequate knowledge of weapons delivery procedures, attack parameters, weapons effects, or weapons computations for the events performed.

5.3.2.5. Areas 125 – Reserved for future use.

5.3.2.6. Area 126 – Target Acquisition

5.3.2.6.1. Q. Acquired a minimum of 80 percent of the planned targets. Successfully directed aircraft position to allow optimum acquisition of all attempted targets. Targets accurately positioned within images and not terrain/culturally masked. Able to capture and disseminate appropriate images.

5.3.2.6.2. Q-. Acquired a minimum of 50 percent of the planned targets. Targets not always optimally positioned within images. Shadowing or terrain/cultural masking obscured portions of the target limiting interpretability. Positioning of aircraft sometimes limited target prosecution. Captured some but not all images for dissemination.

5.3.2.6.3. U. Acquired less than 50 percent of assigned/attempted targets. Target not completely imaged. Incorrect positioning of aircraft prohibited target prosecution. Excessive terrain/cultural masking. Did not capture any images for further dissemination.

5.3.2.6.4. 127-130 – Reserved for future use.

5.4. Information Collection, Records, and Forms.

5.4.1. Information Collections. No information collections are accomplished by this publication.

5.4.2. Records. The program records created as a result of the processes prescribed in this publication are maintained in accordance with AFMAN 33-363 and disposed of in accordance with the AFRIMS RDS located at <https://www.my.af.mil/gcss-af61a/afirms/afirms/>.

5.4.3. Prescribed and Adopted Forms.

5.4.3.1. **Adopted Forms.** AF Form 8, *Certificate of Aircrew Qualification*, AF Form 70, *Pilot's Flight Plan and Flight Log*, AF Form 673, *Air Force Publication/Form Action Request*, and AF Form 847, *Recommendation for Change of Publication*.

5.4.3.2. **Prescribed Forms.** No forms are prescribed by this publication.

DANIEL J. DARNELL, Lt Gen, USAF
DCS, Operations, Plans & Requirements

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 11-2, *Aircraft Rules and Procedures*; 14 Jan 2005
AFPD 11-4, *Aviation Service*; 1 Sep 2004
AFI 11-202V2, *Aircrew Standardization/Evaluation Program*; 8 Dec 2006
AFI 11-214, *Air Operations Rules and Procedures*; 22 Dec 2005
AFI 11-290, *Cockpit/Crew Resource Management Training Program*; 14 Apr 2001
AFI 11-2MQ-1V1, *MQ-1 – Crew Training*, 4 May 2007
AFI 11-2MQ-1V3, *MQ-1 – MQ-1 Operations Procedures*; 29 Nov 2007
AFI 33-360 *Publications and Forms Management*; 18 May 2006
AFMAN 33-363, *Management of Records*
AFMAN 11-210, *Instrument Refresher Course Program*; 3 Feb 2005
AFMAN 11-217V1, *Instrument Flight Procedures*; 3 Jan 2005
AFMAN 11-217V2, *Instrument Flight Procedures*; 6 Aug 1998
AFRIMS RDS, <https://www.my.af.mil/gcss-af61a/afrims/afrims/>

Abbreviations and Acronyms

ACC—Air Combat Command
A-S—Air-to-Surface
ATD—Aircrew Training Device
AWACS—Airborne Warning and Control System
BAQ—Basic Aircraft Qualification
BMC—Basic Mission Capable
CAP—Critical Action Procedures
CDCS— Containerized Dual Control Station
CMR—Combat Mission Ready
CRM—Cockpit/Crew Resource Management
DOC—Designed Operational Capability
EEI—Essential Elements of Information
EPE—Emergency Procedures Evaluation
FAC—A—Forward Air Controller-Airborne
FCIF—Flight Crew Information File

FE—Flight Examiner
FTU—Formal Training Unit
GCI—Ground Controlled Intercept
GCS—Ground Control Station
HQ—Headquarters
IAW—In Accordance With
IFF—Identification Friend or Foe
IFR—Instrument Flight Rules
INFLTREP—In-Flight Report
INSTM—Instrument
INSTR—Instructor
IR—Infrared
KIAS—Knots Indicated Airspeed
LR—Launch and Recovery
MAJCOM—Major Command
MAC—Multiple Aircraft Control
MAP—Missed Approach Point
MDA—Minimum Descent Altitude
MQT—Mission Qualification Training
MQF—Master Question File
MSN—Mission
NM—Nautical Miles
NOTAMS—Notices to Airmen
OFT—Operational Flight Trainer
OPR—Office of Primary Responsibility
P—Pilot
PSO—Pilot/Sensor Operator
QUAL—Qualification
RAP—Ready Aircrew Program
ROE—Rules of Engagement (Combat only)
RPA—Remotely Piloted Aircraft
SA—Strategic Attack

SAT—Surface Attack Tactics

RSTA—Reconnaissance, Surveillance and Target Acquisition

SCAR—Strike Coordination and Reconnaissance

SEFE—Standardization/Evaluation Flight Examiner

SIF—Selective Identification Feature

SO—Sensor Operator

TACS—Tactical Air Control System

TOT—Time Over Target

TD—Target Designator

TST—Time-Sensitive Targeting

VDP—Visual Descent Point

VFR—Visual Flight Rules

VR—Video Recorder

Terms

Aircrew Training Device—An approved training device for the MQ-1. It can include an Operational Flight Trainer, Part Task Trainer, Ground Control Station, or any other approved device that allows crewmembers to practice tasks without requiring an actual aircraft.

Basic Aircraft Qualification—A status of an aircrew member who has satisfactorily completed Mission Qualification Training prescribed to maintain the skills necessary to fly the unit aircraft. The member must perform at the minimum frequency necessary to meet the most recent sortie and flight standards set for the weapons system. Aircrew members will carry BAQ status only until completion of MQT. BAQ is not a permanent qualification except for General Officers above the wing level, and any other crewmembers specifically authorized by MAJCOM Director of Operations. BAQ aircrew members may not perform RAP-tasked combat event/sorties without instructor aircrew or squadron supervisor supervision .

Combat Mission Ready—The status of an aircrew member who has satisfactorily completed MQT prescribed for full qualification to perform the basic unit operational missions, and maintains qualification and proficiency in these missions.

Cockpit/Crew Resource Management (CRM)—The effective use of all available resources-- people, weapon systems, facilities, and equipment, and environment -- by individuals or crews to safely and efficiently accomplish an assigned mission or task.

Containerized Dual Control Station— a portable ground control station that is smaller than a legacy GCS. Normally used to control the MQ-1 during launch and recovery operations at a forward location

Deviation—Performing an action not in compliance with current procedures, directives, or regulations. Do not consider performing action(s) out of sequence due to unusual or extenuating circumstances a deviation. In some cases, momentary deviations may be acceptable; however, consider cumulative momentary deviations in determining the overall qualification level.

Minor—Did not detract from mission accomplishment, adversely affect use of equipment, or violate safety.

Major—Detracted from mission accomplishment, adversely affected use of equipment, or violated safety.

Emergency Procedures Evaluation—An evaluation of aircrew knowledge and responsiveness to critical and non-critical EPs conducted verbally by a FE in an OFT, CPT, CFT or aircraft cockpit.

Error—Departure from standard procedures. Performing incorrect actions or recording incorrect information.

Minor—Did not detract from mission accomplishment, adversely affect use of equipment, or violate safety.

Major—Detracted from mission accomplishment, adversely affected use of equipment, or violated safety.

Initial Qualification Training—Training to qualify the aircrew in basic aircraft flying duties without specific regard to the unit's operational mission. The minimum requirement for Basic Aircraft Qualification status.

Multiple Aircraft Control— A Ground Control Station where up to 2 Pilots and 4 Sensor Operators are controlling between 1 and 4 aircraft.

Mission Qualification Training—Training required to achieve a basic level of competence in unit's primary tasked missions. This training is a prerequisite for CMR or BMC status.

Omission—To leave out a required action or annotation.

Minor—Did not detract from mission accomplishment, adversely affect use of equipment, or violate safety.

Major—Detracted from mission accomplishment, adversely affected use of equipment, or violated safety.

Operational Flight Trainer—A training device that dynamically simulates the flight characteristics of the designated aircraft to train aircrew members in normal cockpit procedures, instrument flight procedures, emergency procedures, and limited combat mission execution. Trainer combines safety of flight operation and some warfighting tasks, and provides skill integration training.

Squadron Supervisor—Squadron Commander, Operations Officer, Assistant Operations Officers or Flight Commanders.